

**DEPARTMENT OF TRANSPORTATION****DIVISION OF ENGINEERING SERVICES**

Office of Structural Materials

Quality Assurance and Source Inspection



Bay Area Branch  
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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.15**SOURCE INSPECTION REPORT****Resident Engineer:**Pursell, Gary**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** SIR-001492**Date Inspected:** 12-Mar-2009**Project Name:** SAS Superstructure**OSM Arrival Time:** 700**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 1900**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island**Location:** Changxing Dao, Shanghai**Quality Control Contact:** William (Bill) Oak**Quality Control Present:** Yes No**Material transfer:** Yes No N/A**Sampled Items:** Yes No N/A**Stock Transfer:** Yes No N/A**OK to Cut:** Yes No N/A**Rebar Test Witness:** Yes No N/A**Delayed/Cancelled:** Yes No N/A**Other:** Coatings Inspection**Bridge No:** 34-0006**Component:** OBG 3AE**Bid Item:** 77, 78, 79**Lot No:** B265**Summary of Items Observed:**

On this date Caltrans Office of Structural Materials (OSM) Quality Assurance (QA) NACE III coating inspector, Mr. James Lumley arrived on site at the Zhenhua Port Machinery Company (ZPMC) facility at Changxing Island in Shanghai, China. The purpose of the coating inspections are to monitor the surface preparation and coating applications for the SAS Bay Bridge project. This QA NACE III coating inspector observed the following:

**OBG 3AE**

Interior surfaces of base metal were abrasive blasted and VT inspection of fabrication defects were evident and in process inspection by Caltrans QA Larry Viars and Caltrans QA Lumley allocated areas for grinding of burrs, arc strikes, and porosity was duct taped over for future repairs. "U" stiffeners at the floor beam areas and the vertical surfaces throughout the segment were abrasive blasted. ZPMC opted to leave the exterior of the segment for the last phase of work despite having been delayed on previous segments due to their own work practices for over-coating Interzinc 22 with Interfine 979 "mist" coat due to the 72 hour minimum time allotment for over-coating Interzinc 22. Ambient conditions and profiles were obtained jointly by ABF QA representative and ZPMC QC representative and both were within the requirements of the contract documents and the coating manufacturers technical data sheets. The abrasive blast profiles ranged between 68um-80um. ZPMC personnel applied the primer coat of Interzinc 22 to the abrasive blasted after grinding operations and re-blasting operations were performed.

Note: No International Protective Coatings technical service representative was available for the inspection process nor the mixing of nor the application of the Interzinc 22 primer.

**Summary of Conversations:**

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## SOURCE INSPECTION REPORT

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ZPMC QC inquired with Caltrans QA Lumley as to the utilization of airless spray methods on the interior surfaces of the floor beams and diaphragms Caltrans QA Lumley informed ZPMC QC air-spray is the specified method of application of coatings to the interior surfaces and that if ZPMC wished to send the appropriate paperwork for consideration of potential change order they must go through proper channels. Caltrans QA Lumley informed ZPMC that even as QA representative for the facility owner I did not have the ability to deter from the requirements mandated by the agreed upon contract documents.

### Comments

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact Eric Tsang. (858) 699-9549, who represents the Office of Structural Materials for your project.

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<b>Inspected By:</b>	Lumley,James	Quality Assurance Inspector
<b>Reviewed By:</b>	Miller,Mark	QA Reviewer

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